

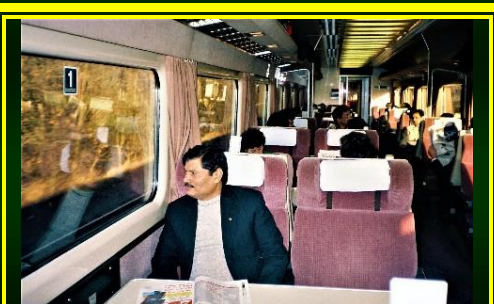
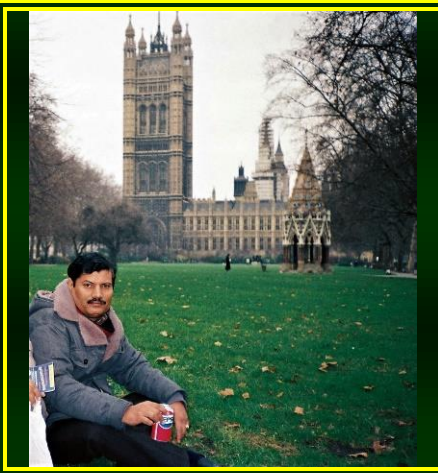
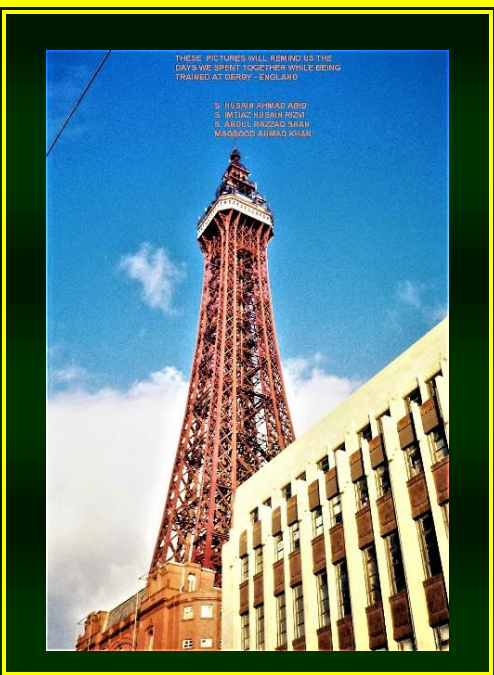
PICTORIAL TRAVELOGUE

GREAT BRITAIN 1989

By

Mqsood Ahmad Khan

III



PICTORIAL TRAVELOGUE

GREAT BRITAIN

1989

BY

Maqsood Ahmad Khan

ACKNOWLEDGMENT

I acknowledge the success of this tour to:

PAKISTAN RAILWAYS GOVERNMENT OF PAKISTAN

BRITISH COUNCIL MEMBERS & STAFF

BRITISH RAIL MEMBERS & STAFF

SCOT RAIL MEMBERS & STAFF

**RAILWAY ENGINEERING SCHOOL FACULTY, VISITING FACULTY,
DERBY MEMBERS & STAFF**

GOVERNMENT OF GREAT BRITAIN

DEDICATION

I dedicate these pages to all the members of my family, especially my wife, Farzana Ahmad Khan, without whose support I could not complete the tour peacefully and successfully

PREPARATION OF THIS WORK

All the work has been done by me, including typing. For any error, whatsoever, I may be excused.

The photographs were taken in 1989 with an average 135 mm camera. Most of the people who appear in the photographs are my colleagues or concerned officials. For the rest I stand indebted with thanks.

Maqsood Ahmad Khan
General Manager ®
Welfare & Training
Pakistan Railways

14th August 2018

UNITED KINGDOM GREAT BRITAIN

1989

In, 1988 I was posted at Pakistan Railways Headquarters Office, Lahore as Deputy Chief Operating Superintendent. At that time, Pakistan Railways was offered a scholarship by the British Council, UK for the training of officers of the Railways. A range of officers, belonging to different disciplines, were nominated for this course. I was also one of selected officers for this course. Necessary formalities were completed and we were ready to leave for London.

FLIGHT TO LONDON

The flight for London was to leave from Islamabad Airport on 29th December 1988. One night, before the departure of the flight, we left for Rawalpindi from Lahore by Evening 73 Up Rail Car in an exclusive air-conditioned coach attached with the train. At Rawalpindi, we had sumptuous dinner in the coach arranged by Mr. Siddique. Next day, on 29th December 1988, we reached the Islamabad Airport in the morning and flew for London by British Airways Flight No BA 118. It was an exciting journey with a feeling that I was heading towards 'London' England.

LONDON

THE FLIGHT TO LONDON

The Flight was being hosted by the British Crew. The atmosphere, in the flight, was very pleasant. The members of the group started enjoying in their individual style. A freer feeling had possessed a few members of the group, which (feeling) became stronger, when we were in England.

These were the good days of air service. Eating, drinking (soft drinks) was on its top - courtesy British Airways; and the crew members. The tinned drinks of different tastes were abundantly available, which, we fully enjoyed. Tomato Juices tasted well; and I enjoyed it to the maximum. The crew gave us beautiful decks of cards to play with, which, helped us to spend our time more pleasantly. It was a direct flight, the seven hours, which, all of us passed with comfort and enjoyment without any unpleasant incident.

HEATHROW AIRPORT

At last we landed at the Heathrow Airport in the afternoon. The five hours' time difference kept us almost in the same time zone. The immigration formalities were gone through smoothly and we were out of the Airport in England. The very feeling that I was in London, excited me a lot; and I was part of the situation, every moment, that I was spending there.



BRITISH COUNCIL

An elderly woman was there at the airport to receive us, who, took us to the office of British Council in the black cabs. On our way, I was enjoying seeing every bit of the new places. After having reached the office, the necessary formalities were completed and we were given a part of per diem and other expenses for our stay in England.

British Council
10 Spring Gardens
London
SW1A 2BN

HOTEL IN LONDON

We were accommodated in the Regency Hotel, South Kensington, London. It was December and the weather was very cold, however, the hotel environment and the rooms were very comfortable.

The first thing I did that I made a phone call from the hotel room and talked to my wife about everything right from departure ex Islamabad to our arrival at Heathrow.

In the evening, I took dinner in a nearby Indian restaurant – food was quite tasty - vegetarian.



Hotel Lobby



Hotel Lobby



Hotel Porch in the Background



FIRST DAY IN LONDON
DECEMBER 30, 1984

We were allowed to stay at London for a few days; where we wandered about in the city in small groups, wherever, we could find way. While moving in London, I focused on the places which were narrated in the English Text Book of 9th and 10th Class, in which the serial characters of the family of Maryam and Jameela had visited London and seen the famous places there. We had learnt a lot about these places by heart to reproduce in our examinations to get good scores. This was helping us, then, to see these places without any special guidance. We started getting acquainted ourselves with London and London Metro, the Underground Railways, very soon. Every next moment was bringing varied shades of excitement; and the comfortable environment; and were encouraging us to move further. The quick acquaintance with the London Underground and London Bus Service was enhancing our mobility.

TRAVEL CARD

LONDON TRANSPORT

An Off Peak Travel Card (of later days), is given below, which was valid for all Zones of London City by the London Transport System. Such cards made our mobility in the city very comfortable.



A PARADE

Due to December, an atmosphere of festivities was going in the city, therefore, we could see social activities like a parade which, was well organized and was not disturbing the normal traffic and other activities. It was really a fun to watch this parade.









OTHER PLACES IN LONDON

We also saw other places we had read about like Parliament House and the Big Ben, Victoria garden, Westminster Abbey, Buckingham Palace, Tower and Tower Bridge.



Big Ben



Parliament House and Westminster Abbey in the Background



Victoria Tower Garden



**Parliament House and Victoria Garden
across the River Thames**



Buckingham Palace



Westminster Cathedral



Baden Powell House



A London Street at Night



A London Street



Tower Bridge





Hyde Park

NEW YEAR NIGHT – 1989

CITY GOVERNANCE

On 31st December we continued our exploration of the city and enjoyed everything, we saw. The falling night was the New Year Night. One or two of us made the programme to have our token presence in the activities of the Eve. So, at about 10 o'clock at night we left the hotel; and learning, that the biggest gathering was in the Trafalgar Square, we reached there. Oh! The place was jam packed with youngsters - boys and girls – all teenagers. I had to pen down – all drunk and still carrying bottles in their hands and pockets. Though it was the coldest night yet the atmosphere was giving a warmth feeling. We decided not to go deep in the crowd but preferred to stay out but still were the part of the crowd. For the safety and security, a large number of police men were around. Some of them were mounted on the horses. It was nothing but a loud roaring around; and hands in gloves

It was quite thrilling to be part of the New Year in the Trafalgar Square, London. I still remember all the details of those moments and now at this age, shivered a bit by recollecting those.

Exactly at 12:00 at night the Big Ben started striking and church bells started chiming. A blast of big roar and sound of opening bottles. This was the climax of the biggest event of the world, we were the part of. We remained there for some time. Then slowly started walking towards our hotel. The freedom was at its peak and being exhibited loudly and clearly. The broken bottles here and there and litters was becoming a safety hazard; and I wondered, how they would clean this mess.

We reached our hotel late at night but I could not sleep. However, after having some rest, I went out, curious to know, what would be the position after that night mess. To my utter surprise, when I reached the area - it

was all clean - not even a single piece of paper or glass was there. It was amazing for me; and I felt the existence of City Government in action. Not even a small untoward incident happened or reported.

DERBY

DERBY - DERBY SHIRE

Next day we were ready to leave for Derby, where we had to stay for the next three to four months for the training we were nominated for. We left London for Derby by train with an excitement that, first time, I was travelling over a long distance in England by a British Rail Train. The train, of course, was very comfortable. We were accommodated in the train, as the guests of the railway, as our Train Course was railway specific and the British Railway, in a way, was our host.

After we had left the city, we were passing through large green grassy field with sheep wandering there in flocks. A scenery I looking forward to see with my own eyes. Similarly, we were passing through other cities and places all a source of excitement for me. I was really joyful as a child and taking every moment in me as a matter of happiness and dream fulfilled. English Language and the Literature, we read in school and the college was emerging as a reality and the imaginative perspective was in front of us the English People, their life and the infrastructure as shown in the Documentaries, Magazines, the Movies, I was passing through.

ARRIVAL AT DERBY

At last we reached Derby Station, where, when we got out of the station, Mr. Doghouse with his station wagon, was waiting for us; he greeted us and took us to the school: Railway Engineering School, Derby, Derby Shire.

RAILWAY ENGINEERING SCHOOL DERBY SHIRE

We were accommodated in the Hostel inside the main building, one each in one room. The rooms were comfortable and quite spacious for one person. It was the start of contact my contact with the British people, their culture, life style and other aspects.

We went through the entire building and found it compact for a student life. A big Hall with seating arrangements, table tennis table, sports room, a bar, very big kitchen and the dining hall. We were greeted by the staff cheerfully, mostly the women, young and old in the proper uniform as our hostesses; and other member of the staff.

THE TRAINING COURSE

RAILWAY MANAGEMENT FOR SENIOR RAILWAY MANAGERS

Railway Engineering School,
Derby, England
January 1989 – April 1989

Main areas of study were -

- Multi-mode Transportation
- Organizational Development
- Financial Analysis
- Management Accounting
- Marketing
- Investment Analysis
- Corporate Planning
- Transport Economics

The course was quite exhaustive and was conducted by par excellence people of their trade and disciplines; and included intensive touring that we could see whole of England, Scotland and Wales

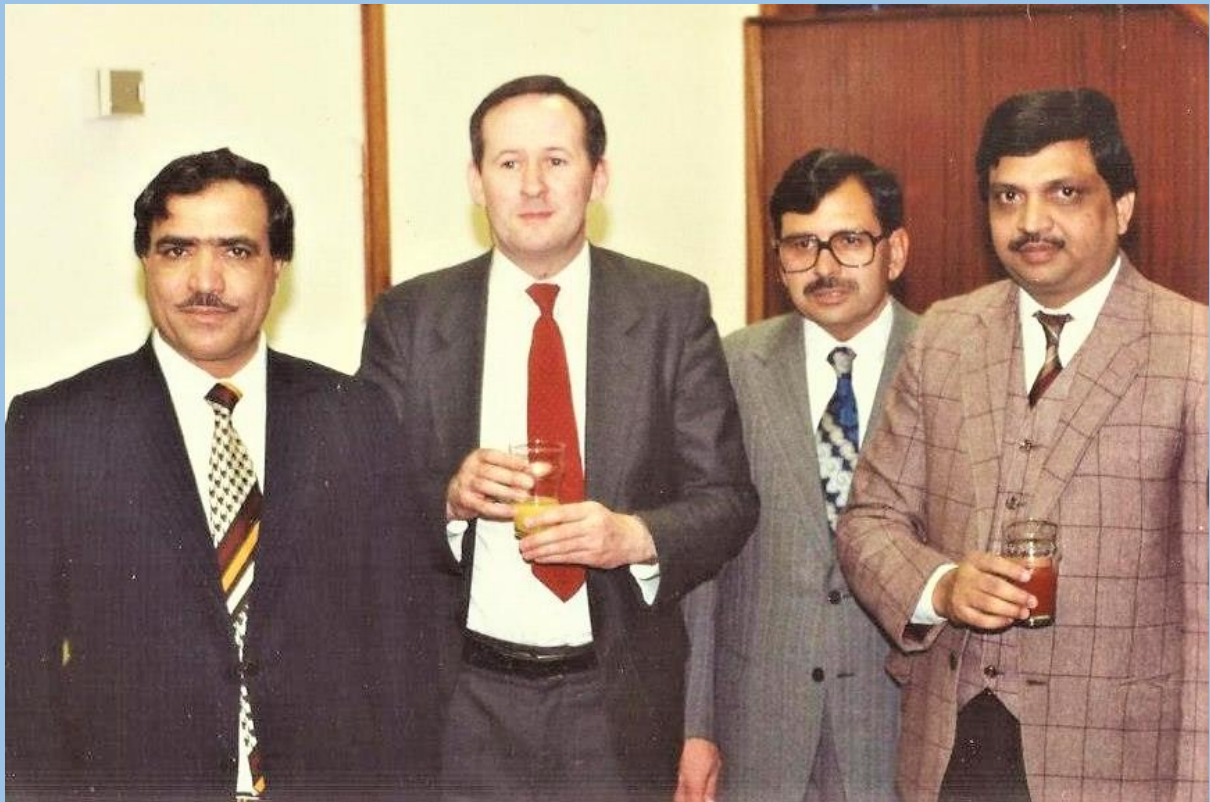
Next day we were formerly welcomed by the school authorities, course coordinator and his second in command. The course coordinator and his associate, remained available to us for all kind of assistance, help, guidance, throughout the course. I feel indebted to them.

The first few days were for Interpersonal exercises by the experts; and they adjudged our personality traits, which, even to us, were an added information. This made us comfortable and almost the part of the new social life.

IN THE SCHOOL









The School Building - Front





Side View of The School





CHURCH IN THE SCHOOL

There was an old church in the school which was least visited. I had a round of the area and took a few photographs







PICTORIAL TRAVELOGUE
Great Britain – 1989
Maqsood Ahmad Khan

SCHOOL ACTIVITIES

The course mates remained quite active throughout the period and the life in the school was quite comfortable and enjoyable. Most of the time, in the evening either were in the sport room playing or playing table tennis. Sometime we sat in the bar and enjoyed cold drinks.

PRESENTATIONS

As part of training we all were asked to make Presentations with Audio – Video Aide which everybody did and was evaluated and guided. It was very useful exercise and one of Confidence Building Measures.





CLASS ROOM



I am making the Presentation



SOCIALIZATION AT SCHOOL

Pictorial Presentation of Social Activities at the school



Taking Coffee



With Staff Members







With Course Coordinator

Mr. John



With Mr. Underhill



FOOD AT SCHOOL

The food served in the School was excellent of British Standard where cheese and butter of more than ten varieties were served. The hospitality included Breakfast, Lunch and the Dinner. However, in the very initial days of our stay at the school, the participants requested for Halal Meat which they affirmed in positive and a group of us went to the place wherefrom the meat was brought; and met the butcher who was a Muslim. This they had taken care of before our arrival. This was the height of care they were taking off. Thence onward no issue about the food and service. The members of the Hosting Staff were the kindest and caring. Sometime they used to meet the individual demand as well. I enjoyed the hospitality to the maximum.





THANKSGIVING PARTY

We arranged a Thanksgiving Party in the honor of the staff; and gifts were also presented to them. A gesture of acknowledgment of their hospitality



Our Host and Hostesses



With Principal of the School

FIELD TRAINING AND TOURS

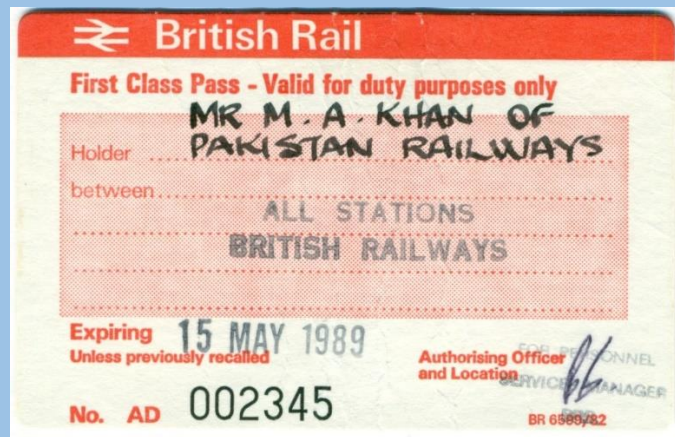
FIELD TRAINING

The training at the school was not confined to the lectures and presentations in the class room but the major part was exposure to the working of the British Railways and its system behind in the field. For this purpose, we were taken to different railway offices, installation ect in different cities of England, Scotland and the Wales.

We were also allowed to go out, anywhere on the weekends, in the United Kingdom on our own for site seeing and study cum leisure trips. We were asked for our choices well before the weekends and suitable hotels were booked accordingly. All the time I moved in a small group of four participants, including me, which remained the routine till the end of our training programme.

RAILWAY PASS

For the facilitation of our travelling by the British Railways on duty, every participant was issued a First-Class Duty Card Pass for All Stations of British Railways – a Great Facility! Which we used to its best.



FIELD TRIPS - RAILWAY TRAINING

We were taken out for practical training and exposure to the actual field working in a big railway yard, where, we were explained the working of the railway on that particular area and the Signaling System.









TOURS

GREAT BRITAIN



On the weekends we were asked for an option to avail touring anywhere in United Kingdom to one or two cities with lodging facility. We used to travel by train on the British Rail Card Pass Authority as allowed by the Administration. We availed this facility to the optimum and visited almost whole of GB.

On the following pages a Pictorial Account of these visits is given as Memoir and Tourism Value..

OUR TRAVELLING MODALITY

During our training, whenever we used to move out, we always preferred to move in a group of four. One of us used to be a treasurer and coordinator. An 'X' amount was contributed by all of us which he used to spend on food, local travelling or any other common activities; and by the end of the day or the trip the expenses were equitably worked out and settled amicably. This helped us to have good food, economical local travelling and a comfortable and economical sharing of other activities. This worked well.

EDINBURGH

ON 13TH January 1989 we left for Edinburgh from Derby by Rail. While at Edinburgh we took a conducted tour of the city. The guide was an interesting man; was narrating interesting side of the city. He showed many places which included.

EDINBURGH CASTLE

One of the most prominent place in Edinburgh to be visited is the Edinburgh Castle. It is a historic fortress which dominates the skyline of the city of Edinburgh, Scotland, from its position on the Castle Rock. The Royal Castle is there since at least the 12th century.

CASTLE, PALACE AND ROYAL MILE IN PICTURES



Edinburgh Castle



Edinburgh Castle In The Background



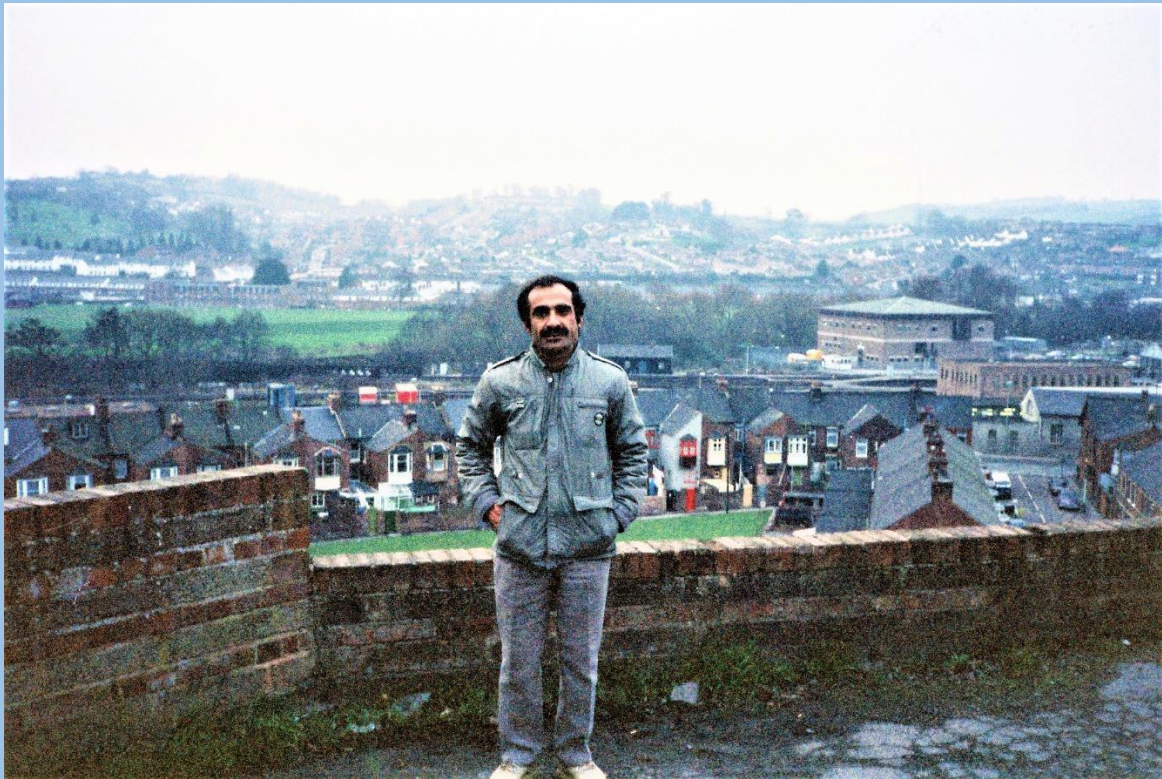
Royal Mile



Royal Mile



Royal Palace inside The Edinburgh Castle – Conducted Tour







TINY COFFEE SHOPS

We were shown the small coffee shops on our way to the castle by the guide.

CAMERA OBSCURA

Camera Obscura a tourist attraction was also shown by the guide. It was quite interesting. We saw the live street images on a table lying in the centre of a high dome shaped structure which were being reflected through the lenses and mirror. It is located on the Castlehill section next to Edinburgh Castle



Camera Obscura - Outlook Tower CURRENT PICTURE

Our stay in Edinburgh was quite enjoyable and informative; and direct exposure to the Scottish people whom we found very pleasant, light hearted, happy go and quite friendly.

EDINBURGH TO INVERNESS AND LOCH-NESS

From Edinburgh we made a programme to go further North in Scotland. Therefore, we decided to visit Inverness, far in the North and the areas around. We, a group of four, as usual started our journey by Rail to Inverness.



INVERNESS

Inverness is a city in the Scottish Highlands. It is the administrative center for the Highland Council Area, and is regarded as the capital of the Highlands.



KIND PEOPLE

Inverness was an experience for me. The people were hospitable and to them we were the tourists whom they wanted to interact and know

everything about us. Who we were? Wherefrom we were? An element of enthusiasm and curiosity was around.

We had a round of the town and saw whatever we could.

INVERNESS CASTLE

Inverness Castle sits on a cliff overlooking the River Ness. The red sand stone structure was built in 1836 by architect William Burn. It is built on the site of an 11th century defensive structure.



1989

RIVER NESS

The River Ness is about 6 miles or 8 Kilometers long and flows from the Northern End of the Loch Ness in Scotland through Loch Dochfour to Inverness and discharges into the Beauty Firth. The river is the origin of the name of Inverness which is from the Scottish Gaelic: Inbhir Nis, meaning "Mouth of the Ness".





LOCH NESS

Loch Ness is a large, deep, freshwater loch (lake) in the Scottish Highlands extending for approximately 37 kilometers southwest of Inverness. Its surface is 16 meters above sea level.

LOCH NESS MONSTER



The "surgeon's photograph" of 1934, now known to have been a hoax

The Loch Ness Monster or Nessie is a cryptid of Scottish folklore, reputedly inhabiting Loch Ness in the Scottish Highlands. It is similar to other supposed lake monsters in Scotland and elsewhere, and is often described as being large in size, with a long neck and one or more humps protruding from the water. Popular interest and belief in the creature has varied since it was brought to worldwide attention in 1933. Evidence of its

existence is anecdotal, with a few disputed photographs and sonar readings.

The creature commonly appears in Western media where it manifests in a variety of ways. The scientific community regards the Loch Ness Monster as a phenomenon without biological basis, explaining sightings as hoaxes, wishful thinking, and the misidentification of mundane objects.[2]



1989

LOCH NESS AND MORAR PROJECT

Loch Ness and Morar Project 1989



LOCH NESS ENVIRONS









BLACKPOOL - LANCASHIRE

ENGLAND

Blackpool is a seaside resort on the Lancashire Coast in North West England. The town is on the Irish Sea, between the Ribble and Wyre Estuaries.

We were provided accommodation in a guest house on the beach near the main town. The Guest House was being run by a gentle man and his wife - very nice and kind. They prepared the food with our consultation. Comparatively, a large group had opted for Black Pool. All of them were being well taken care of.

The very view just out of the guest house was wonder full.

In the evening all of went to the town. The Black Pool Tower was distinctively visible from the rest house. We reached the main town and it was really a place for fun. Fun and Fun all around.

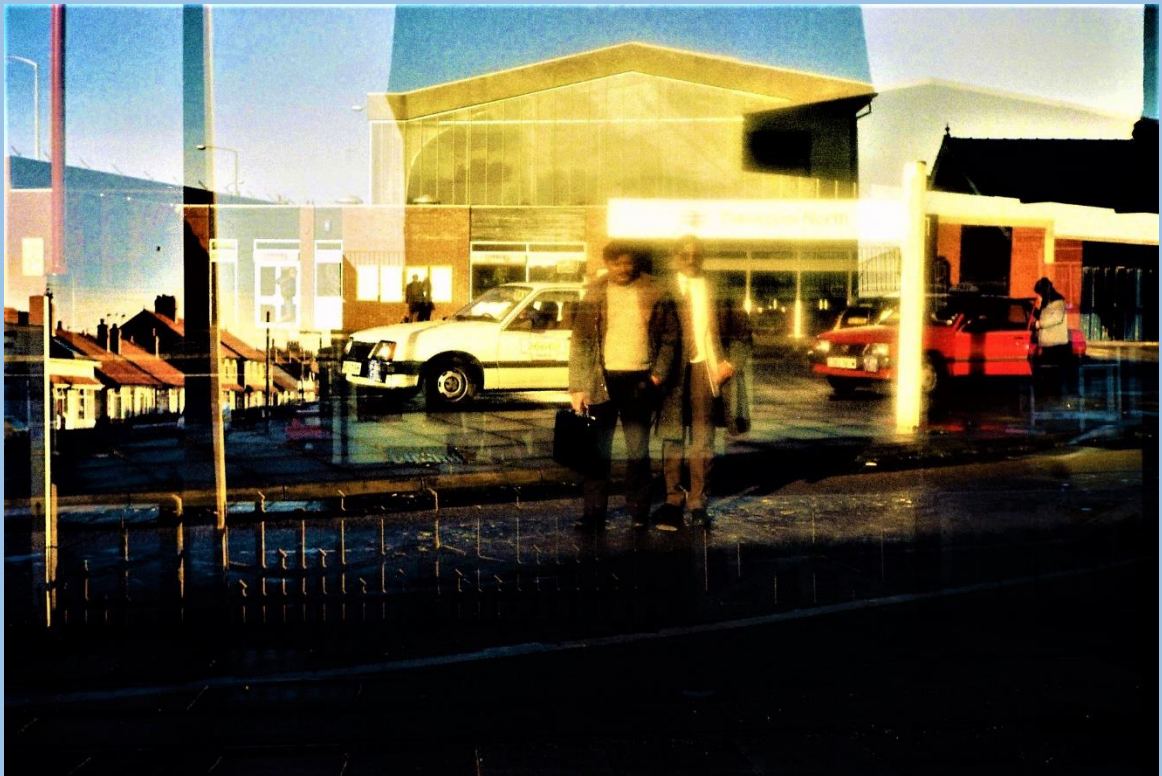
Blackpool is a seaside resort in the Lancashire in the North West England on the Irish Sea.

A Tram Service was also available along the coast was our mode of transport between the guest house and the town.

BLACKPOOL TOWN



Winter Gardens - in the Background



SEA SIDE – BLACKPOOL







Maps - Very Good Companion And Guide 1989

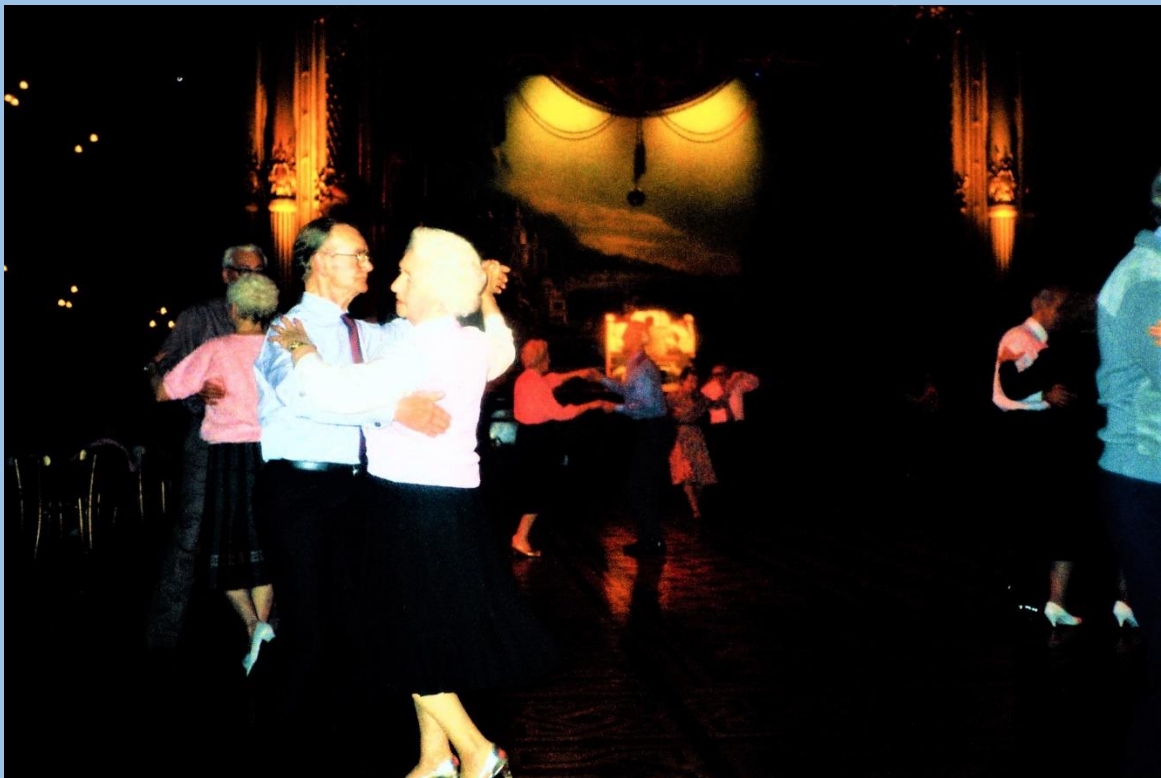
BALL DANCING IN THE BLACKPOLL

TOWER BALL ROOM

Me and another participant, showed interest in watching the Ball Dancing while in black Pool. There was a Ball Room in the Black Pool Tower. After fulfilling the necessary formalities, we were in the Ball Room. A large hall, full of people with an open space in the center for the Dancers. It was quite an impressive scene for me. There was an elevated platform at the farthest which we later learnt was for the Pianist who emerged from below just before the start of the dance. It was a scene to watch that too.

We found a place wherefrom we could see the whole view of the hall without missing anything.







It was really fun to see ball dance in Black Pool – England. One of the item presented was very interesting. A number of couple came on the floor for a friendly competition. The girls and boys were formally dressed up. At first the stood as couple ready to move keeping enough distance that they did not disturb one another. Then at the start of the music they started moving and flying in the air. As the music grew faster, the movements of the couples followed that till a stage came when they were just flying in the air moving faster and faster. At the climax the whole hall roared with clapping. This situation remained for some time till it gradually became slower and slower. It was really thrilling. I still remember evert single moment spent there.

Of course, the coffee was good too.

BLACK POOL TOWER

We rode upto the top of the Black Pool Tower through the lift provided for this purpose. Again, it was an experience in itself. I enjoyed it lot and took some photographs.







By and large our trip to Blackpool was a wonderful experience.

WINDERMERE

LAKE DISTRICT

The Lake District, England, about which, we had read and heard a lot about, we loved to visit this place. Amongst, the Eight Poets, whom, we studied in our Bachelor's English course, William Wordsworth, Samuel Taylor Coleridge and Robert Southey belonged to this part of England who, were considered the 'Nature' Adorers. So, for us this place was worth seeing from the Natural Beauty angle. A small group of us booked a hotel at Windermere and set off for our destination with all the keen-ness in our make. When we were close to our destination, we learnt that the rail bridge ahead was damaged therefore we had to travel by the buses arranged by the Railway. We boarded one and reached Windermere. Really, a beautiful place! At first, we got accommodated ourselves in the hotel which was in the center of the town, then we rushed towards the Lake. Beautiful! More than what we imagined. The first thing was to hire a tour in a small ship like boat and started sailing to the other end. Then it was our routine either to sail or walk along the lake.

It is not out of place to mention that I had visited the Lake District thrice; and still love to another time.



**Ambleside
1989**





Not A Well Taken Photograph of The Lake







**Wish Well
1989**



**Wish Well
by
Windermere Lions Club
English Lakes
1989**

BRIGHTON - SUSSEX

ENGLAND

Brighton is a seaside resort on the South Coast of England - a part of the city of Brighton and Hove, East Sussex. We made a brief and intensive round the town and hurriedly saw whatever we could.



Queen's Head in the Background

1989

ROYAL PAVILLION

The Royal Pavillion, we saw thoroughly. To me, it looked like the strucure of State of Bahalpur, Pakistan. It was a sort of museum – well arranged – The utencils on the dining table alos reminded that area. I found it quite intresing.



Royal Pavilion

1989



CHESTER

Chester is a walled city in Cheshire, England, on the River Dee, close to the border with Wales



Outside the British Rail Railway Chester Station

GATWICK AIRPORT

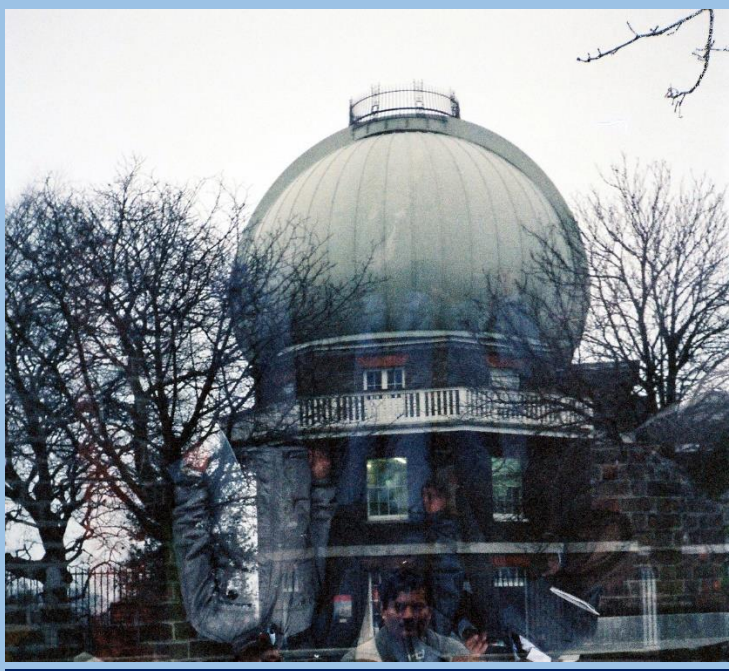
We were taken to the Gatwick Airport to have a tour by the Inter Terminal Shuttle. It was quite exciting to step out in the Airport Lounge when we got out of the shuttle.



**Inter Terminal Shuttle
Gatwick Airport
1989**

GREENWICH – LONDON

While in London we visited the famous Greenwich Observatory which gives the Mean Time to the World (GMT). We took some photographs, though of not good quality, yet I am placing these below just as memoir.



HOLYHEAD – WALES

I travelled through Wales as well upto Holyhead in the extreme South; and touched the sea there. It was a wonderful experience. The language in Wales was entirely a different language for me. They hardly spoke or understood English there. However, I managed my journey quite well.

The people of Wales were generally good and helpful. On our way I saw very large Railway Stations but the traffic seemed to be very thin.

I took a few photographs which I have placed below as memoir.





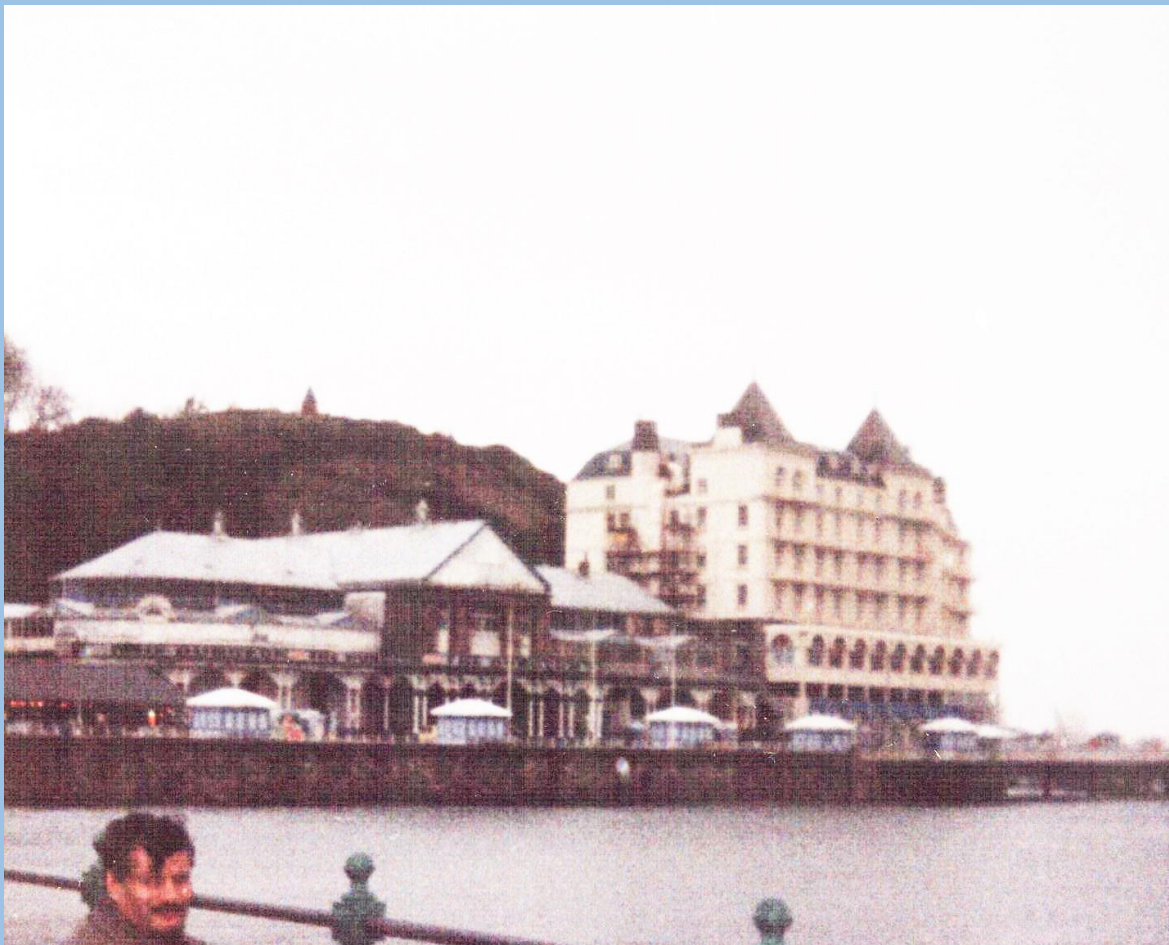
**Holyhead - Wales
1989**

LLANDUDNO

On our way to Holyhead, I stopped for a while at Llandudno which was a tourist city and very beautiful. I roamed here and there especially towards the beach area. Everybody was in a merry and joyful mood. I stayed there for some time and then kept my journey towards Holyhead.

Quote

Llandudno is a seaside resort, town and community in Conwy County Borough, Wales, located on the Creuddyn peninsula, which protrudes into the Irish Sea. Llandudno, "Queen of the Welsh Resorts", a title first applied as early as 1864, is now the largest seaside resort in Wales





LONDON REVISITED

As part of Training a group of us was directed to London from Derby and accommodated in a comfortable hotel. It was still very cold. We had some official visits and meetings attended.

It was surprising to note the most of our evening were spent in the hotel and almost there was no outing. Might be we had been through the GB so much that we were not feeling much to go out. However, one evening, I went out to Piccadilly Circle and stayed there till late at night. It was quite an enjoyable evening. Just standing and watching the people enjoying in their own way and style. At last I decided to come back hotel by the late underground train, perhaps the last, according to those days, I remember that I was the only person travelling by that train. It created little bit sensation but it was OK.

But No More Late Travelling - Especially Alone



From the Hotel Roof Top
St Paul's Cathedral London in the background

CHESTER - ENGLAND

The Façade of the Chester Railway Station



1989

CRIANLARICH - SCOTLAND

Crianlarich is a railway station which serves the village of Crianlarich in Scotland. It is located on the West Highland Line. The routes to Fort William / Mallaig and Oban diverge after this station. Access to the platform is via a flight of stairs from a subway that runs underneath the tracks, from the car park which is slightly lower than the station itself.

This Photograph was taken while I stopped at this Railway Station as part of Duty Tour.



PERTH

While going from Edinburgh to Inverness, the train stopped at Perth Station for a while. I availed this opportunity and took a photograph at the station as memoir.



DERBY OUTSKIRT



TRAVELLING **BY** **TRAINS**

TRAVELLING BY TRAIN

In Line with Duty or Tours, we always travel by train on the authority of card passes which were provided to us.

The photographs while travelling by trains











SCOT RAIL

GLASGOW

Our Training included an exposure to the working of Scot Rail. For this purpose we were stationed at Glasgow for some time. We reached Glasgow on 5th March 1989.

When in Glasgow, we made full use of the trip. We visited places whichever we could do. Of course, the intensive exploration of Glasgow was on the top.

HOTEL IN GLASGOW

We were accommodated in Albany Hotel in the Bothwell Street, Glasgow; a beautiful and comfortable hotel in the center of the town. We could see through the glass house of the hotel everything out on the road.



The Tollbooth Steeple is in the background



The Tollbooth Steeple is in the background



George Square and City Chamber

Glasgow
1989





BARRAS

The Barras is a major street and indoor weekend market in the East End of Glasgow, Scotland.



BARRAS
Glasgow
1989

RAILWAY MUSEUM

We visited a Railway Museum where old steam locomotives and items related to transport were preserved and displayed beautifully.



1989

GLASGOW TO FORT WILLIAM SCOTLAND



Attachment with the **Scot Rail** was part of the training. Therefore, we were stationed at Glasgow for a few days, wherefrom we visited other places of interest from railway point of view or otherwise, as well. As an individual trainee with the Scot Rail, one of the places opted by me was Fort William.

Fort William which is large city of the Highlands of the Scotland and a major tourist center.

I started my journey from Glasgow to Fort William by Rail 13th March 1989. Scotland is called **High Land** for its mountain. Though not very high but being in the North, the peaks are covered with snow. When I moved further by train I saw many a lakes along the track with small islands. The area was not much populous; and silence prevailed predominately which turned the whole atmosphere into complete serenity.

SHOE HORN CURVE

We came across a very sharp curve on our way to Fort William; which had been given the name of Shoe Horn Curve.

GORGE

Our train passed by a Gorge as well, wherein the water was gushing like anything. It was almost roaring.

FORT WILLIAM

At last the train reached Fort William in the evening of 13th March 1989. After having exchanged, some greetings, with the station staff; and reporting about my arrival there, I checked in Alexandra Hotel just across the road in front of the station, where a room had already been booked for me. It was quite a grand hotel with very thin lodging.



Net photo

FOOT PLATE INSPECTION **FORT WILLIAM - MALLAIG**

On 14th March 1989, I conducted Foot Plate Inspection by 6:52 Train from Fort William to Mallaig with the Driver Supervisor.

Foot Plate: the place in the cabin of a locomotive on which the Engine Driver sits/ stands to operate the control of the Engine

It was a rainy and cloddy day. It was a very cold day.

RADIO CONTROL SYSTEM STAFF-LESS STATIONS

The traffic between Fort William and Mallaig was very thin at that time; and I recollect that only one train ran on that section. The train ran on Radio Control System that 'the radio communications to transmit information on train position' was used - The Advanced Train Administration and Communications System (ATACS).

The railway station were closed and there was no station staff posted there. However, I saw the station building were well maintained. I learnt that these buildings either had been handed over to the local people or the retired railway personnel. One of the stations was exceptionally well maintained. They told me that this station was being used as a Base Camp for the Hikers on weekends.

SWITCHING THE RAIL POINTS

The driver used to get down and set the points in facing position while in trailing position the points were opened and closed in normal position with spring action. The train wheels just sheered the points and passed through.

This System I had read about while in Japan in 1984.

PICTURESQUE VIEWS

The train passed through the picturesque area; a piece of scenic beauty.

In the evening we came back to fort William in the same train.

FORT WILLIAM TO OBAN

On 15th March I travelled by train to Oban. This journey was also through beautiful scenic beauty. Stayed for some time at Oban and then came back by the same train to fort William.

The weather was rainy. It rained heavily and snow fall was also there.

FORT WILLIAM TO GLASGOW

On 16th March 1989 had a quick round of the following places.

- British Alkine – BA
- Fort William Freight Yard
- Signal Box
- Paper Mill
- Area Manager Office – met Traffic Supervisor

On 17th March 1989 returned back to Glasgow leaving Fort William early in the Morning.

BACK TO LONDON

After having reached Glasgow vested Rail Office at Yoker.

Same night departed from Glasgow for London. When we reached London stayed in the Vanderbilt Hotel London

PICTURES

OTHER PLACES

We visited other cities as well like Manchester, Shiefeld, Liverpool











PICTORIAL TRAVELOGUE
Great Britain – 1989
Maqsood Ahmad Khan







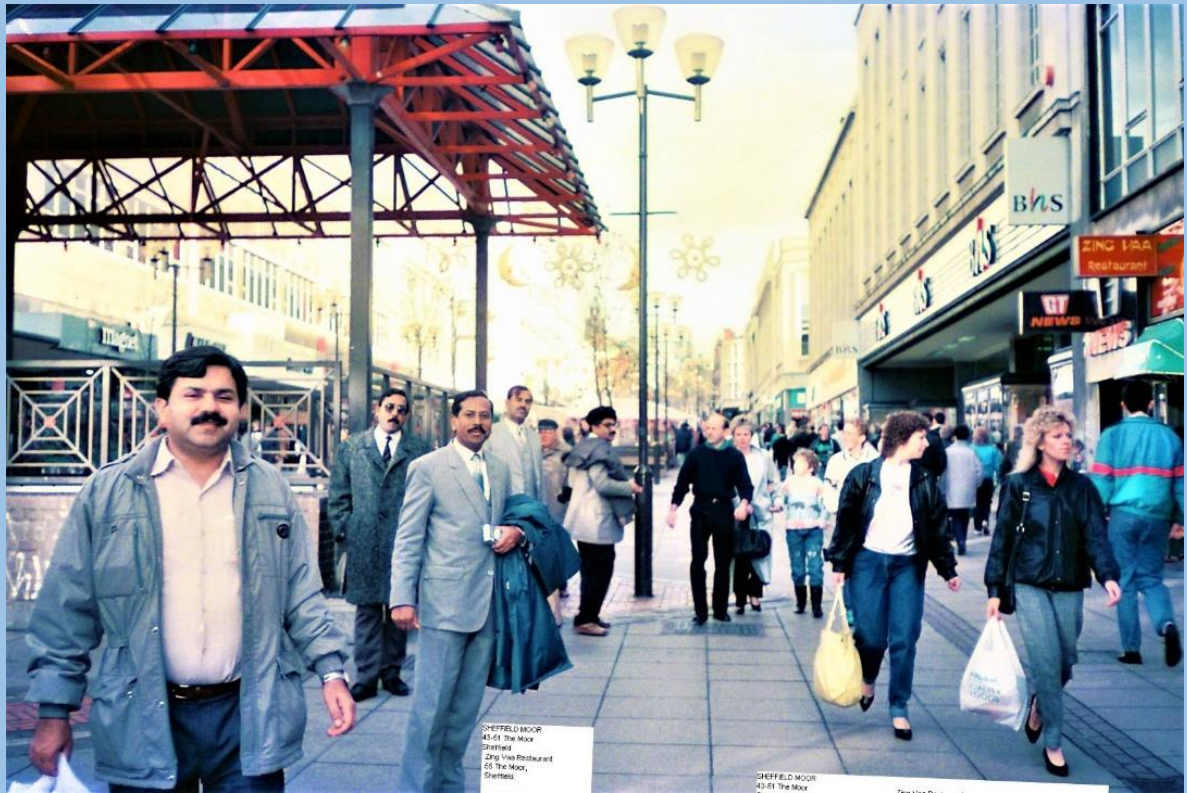






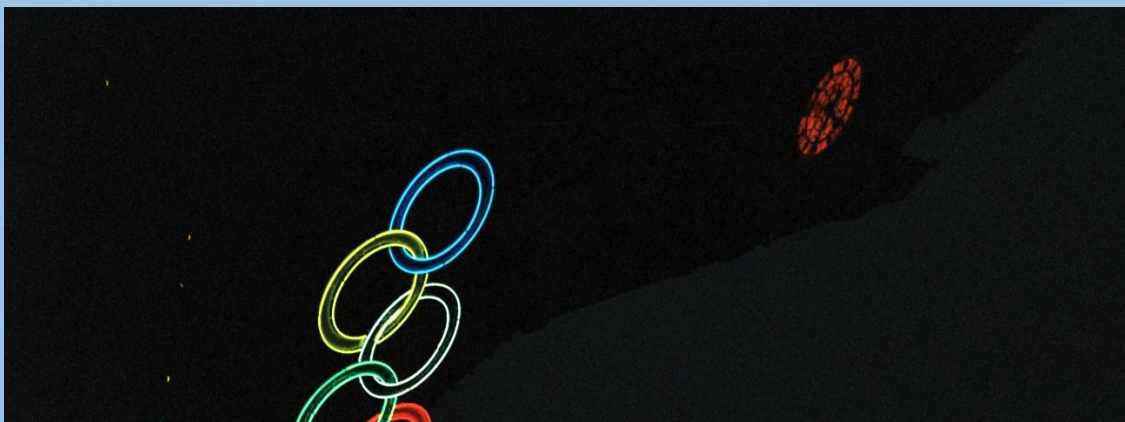














BACK AT DERBY

BACK TO DERBY

On 18th March roamed bout in London; and the next day left for Derby by train. In the evening of 20th went to Birmingham; stayed there for night and the next day on 21st came to back to Derby in the morning.

COURSE REVIEW

On 22nd March a 'Review Session was held in the School in attendance of General Manager Scot Rail. I also spoke in the Session and reviewed our stay and all other related activities. It was very pleasant gathering. A feeling of parting with, was overwhelmingly shrouding almost all the people – the Participants – Staff – Academia.

CERTIFICATE AWARD CERMONY
AT DERBY SCHOOL

A Certificate Award Ceremony was organized at the School and Certificates were given away to the Participants.



FAREWELL PARTY **DERBY SCHOOL**

In the evening of 21st a Farewell Party was given by the School Management and words of thanks were exchanged.

DERBY TO LONDON

We left Derby in the evening on 22nd, same evening, for London by 18:53 train. After having reached London, again, we stayed in the Hotel Vanderbilt.

LONDON

BRITISH COUNCIL -- LONDON

CERTIFICATE DISTRIBUTION

On 23rd 1989, we reached the British Council Office at 9:00. There the Certificates were distributed by Mr. McGrave. Therefrom we went to Euston.

RAILWAY BOARD OFFICE

EUSTON – LONDON

We reached office of British Railway Board at 11:30 where we had Lunch with Vice Chairman, British Rail - Mr. D. Fowler: and that was the end of the course.



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BRITISH RAILWAYS BOARD



CERTIFICATE of ATTENDANCE

This is to certify that

Maqsood Ahmad Khan

has successfully attended the
Pakistan Railway Officers'
Management Programme

held at the
British Rail
Engineering Training School,
Derby

from 4th JANUARY 1989
to 23rd MARCH 1989

Date 23rd MARCH 1989


British Railways Board



This is to certify that

MAQSOOD AHMAD KHAN

completed a course of instruction in

International Railway Management

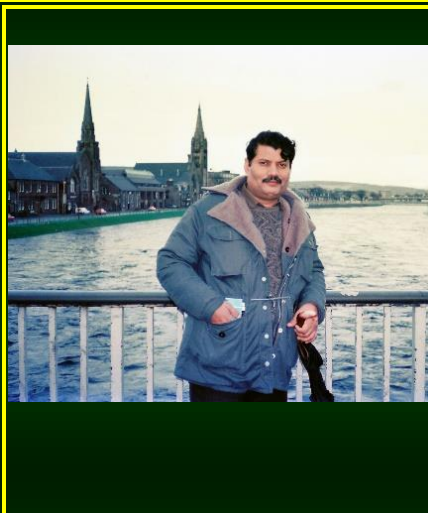
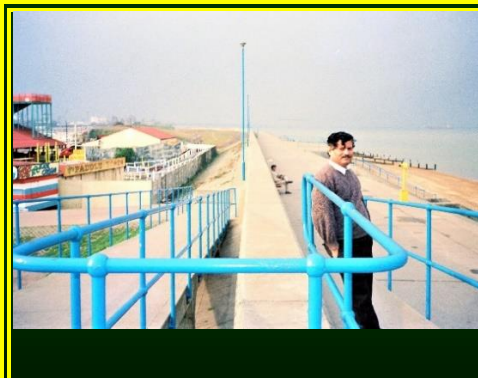
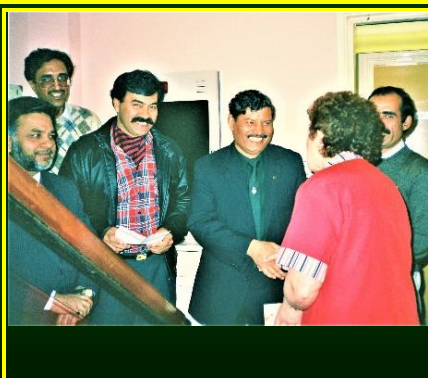
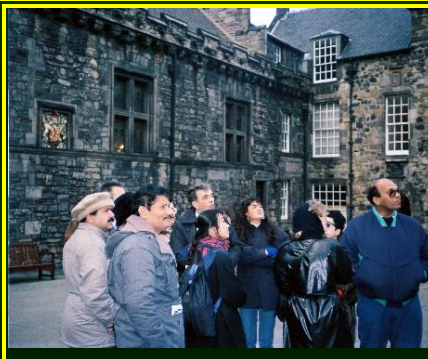
from January 1989 to March 1989

provided by the British Government
as part of its Technical Co-operation
Programme.

MINISTER OF STATE FOR FOREIGN
AND COMMONWEALTH AFFAIRS
AND MINISTER FOR OVERSEAS DEVELOPMENT

Date 14.3.89

The End



I, Maqsood Ahmad Khan, after having the Master Degree in Economics from the Government College, Lahore (Punjab University) in 1972, qualified the Competitive Examination for Civil Services of Pakistan 1974 and joined Traffic (Transportation & Commercial Group) of Pakistan Railways. I rose to the level of General Manager (Welfare & Training); and completed my services on 4th March 2010, after attaining superannuation. During the service, I could visit many a countries, viz Belgium, Canada, Egypt, England, France, Holland, Hong Kong, India, Japan, Malaysia, Philippines, Saudi Arabia, Singapore, Sri Lanka, Sudan, Switzerland, UAE, USA, West Germany in connection with foreign assignments, training, meetings, visits and studies; alone or with the members of my family. To make these journeys memorable, the use of the camera was a tool with me. The collection of the photographs thus taken, when seen at the later years, gave an account of travels round the world, which I am sharing with others as information; memoir or self-actualization. Hope, the readers would enjoy my Pictorial Travelogue. For any feedback or comments please contact at

matmfkz@gmail.com

PS: The photographs of the friends, colleagues and others have been uploaded in good faith, as memoir.

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